

The Hongkong Telegraph.

NEW SERIES No. 568. 日八初月三年三十二精光

FRIDAY, APRIL 9, 1897.

五拜禮 號九月四英港香

THIRTY DOLLARS
PER ANNUM.

53amf s.

W. STEVEN HARRISON,
Manager.
Aug. 24th April, 1897. [190 Hong

Insurances.

Ang. 7th April, 1897. (1190)

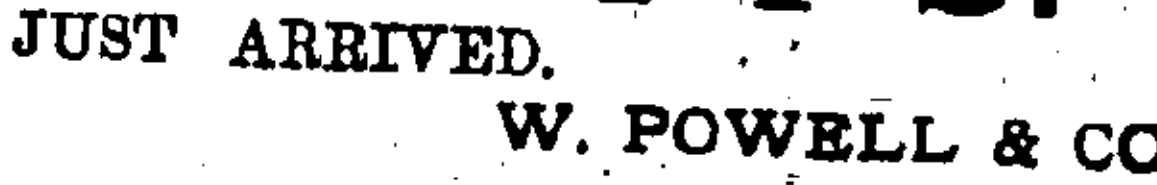
Intimations

FOR	STEAMERS	(10)	CAPTAINS	TO SAIL	REMARKS
LONDON	.....<i>Candia</i>	.....	G. K. Wright, R.N.R.	About 16th April.	Freight only.
SHANGHAI	.....<i>Coromandel</i>	.....	F. H. Seymour	About 17th April.	Freight or Passage
LONDON, &c.	.....<i>Thames</i>	.....	W. J. Nantke	Noon, 22nd April	{ See Special Advertisement
SHANGHAI, &c.	.....<i>Socotra</i>	.....	J. Paine, R.N.R.	About 22nd April.	Freight only.
JAPAN	.....<i>Verona</i>	.....	C. H. S. Tocque, R.N.R.	Noon, 23rd April.	{ Freight or Passage. (Passing through the Inland Sea.)
LONDON	.....<i>Yapon</i>	.....	T. Leigh	About 29th April.	Freight or Passage.

For Further Particulars, apply to

Hongkong, 9th April, 1867.

H. A. RITCHIE, Superintendent.



Intimations.

Auction.

At Hong Kong, in April, 1897. [1898]

Notice of Firms.

199

**SPECIAL
WHISKY**

ALL SIZES IN STOCK
LANE, CRAWFORD & CO.
HONGKONG, 10th March, 1904.
Freya Central.

Estimations.

AGENCIES in all the Principal Ports of CHINA, JAPAN and the

THE PHARMACY.

73. **FROM NORTH OF CHINA, JAPAN and**
QUED A TOWN

CALDBECK, MACGREGOR & CO.

Hongkong, 2nd April 1907. STRAITS.

Today's
Advertisements.

THEATRE ROYAL CITY HALL.
SOCIETY'S REUNIONS.
Continued Triumphant Success of the Most-travelled Entertainment in existence.
HUDSON'S SURPRISE PARTY.
TO-NIGHT! TO-NIGHT! TO-NIGHT!!!
ANOTHER GREAT AND GLORIOUS PROGRAMME.
EVERYTHING NEW, Introducing
A symposium of sweet song and sustained screechers.
And such nice creatures in the show.
And the show is not "staid."
It's the best of its kind in Hongkong.
That's a big say, is it not?
It is true, though, and we are comorants for truth.
Instantaneous "catch-on" of our impersonations of peculiar people.
Complete capture of the convocation by our amusing performers.
The clever company consistently causing exclamation.
And the heart of the manager pulsates with a great joy.
Prices as Usual.
Box Plan at Messrs. W. ROBINSON & Co.'s Music Warehouse.
Smiling at 9.15 P.M.
THOS. P. HUDSON.
Hongkong, 9th April, 1897. [601]

CONTRACT FOR BUILDING A SANATORIUM FOR NAVAL AND DOCK-YARD OFFICERS AT VICTORIA GAP, PEAK, FARM LOT No 63.

PERSONS desiring of Tendering for the above are requested to deliver their Tenders Sealed and Marked "TENDER FOR SANATORIUM" not later than 10 A.M. on FRIDAY, the 15th April, 1897, addressed to the COMMANDER-IN-CHARGE, H.M. Naval Establishments.
Plan, Specification and all Particulars can be obtained on application to the ASSISTANT CIVIL ENGINEER, Officer-in-Charge of Admiralty Works.
The right to reject the lowest or any Tender is reserved.
H.M. Naval Yard, Hongkong, 9th April, 1897. [604]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

"KUTSANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon of the 13th inst., will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 9th April, 1897. [605]

CHINA NAVIGATION COMPANY, LIMITED.
FOR CHEFOO AND TIENTSIN, VIA SWATOW.

THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above on SUNDAY, the 11th instant, at Daylight.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th April, 1897. [680]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"NAMGA,"
Captain Hall, will be despatched for the above Ports on SUNDAY, the 11th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LAFFRAIK & Co., General Managers.
Hongkong, 9th April, 1897. [602]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship
"GISELA,"
Captain G. Grigoropoulos, will leave for the above places on FRIDAY, the 10th instant.
For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 9th April, 1897. [603]

Intimations.
DAKIN, CRICKSHANK & COMPANY,
VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.

SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 1st March, 1897. [5702]

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 9, 1897.

THE CRISIS AT SHANGHAI.

On Wednesday we had time only to deal in a general way with the crisis which the "little republic" in the north is passing through, and we pointed out that if the action of the Consular Body in completely overthrowing the Municipal Council is followed up in a proper manner the taxpayers at Shanghai may benefit considerably, by having their Council recognised as a properly and popularly constituted body and invested with jurisdiction and powers of its own. That it would be better to give the Council greater powers than it now possesses is evident from the fact that the system of dual control and the right, unfortunately too often exercised, of the Consuls to step in between the duly elected representatives of the ratepayers and the Chinese authorities, has resulted in the Municipal Council being "shown up" to the natives as a mere tool in the hands of the Consuls and completely, it would seem, at their mercy. It was doubtless wise in years gone by to so arrange matters consular and municipal that the Consuls should be recognised as the real controlling power and the proper medium of communication between the Council and the Chinese authorities, but "the times change and we must change with them," or suffer. The times have changed, enormously and rapidly, at Shanghai and yet the system of government in vogue to-day is virtually the same as it was thirty years ago. There has been no attempt to divide the two controlling powers and give to each the authority and the power which it is manifestly their special function to exercise. The Consuls have held the reins, have meddled with municipal affairs whenever it suited their purpose to do so, and have thereby often paralysed the power of the Council to do real good and carry out reforms which it had reason to believe would result in benefit to the great mass of the population.

It seems to us that the Municipal Council are acting fully within their powers and exercising a wise discretion in raising the license fee on wheelbarrows. It has been levied at the rate of 400 cash, or about a third of a dollar, per month for some time past. It was proposed to raise it to 600 cash a month, and the reason assigned by the Council for the enhancement of the fee was the increased expense entailed upon the Municipality by the heavy wear and tear of the roads under the traffic along the principal thoroughfares of the single-wheeled vehicle, heavily laden as it usually is. The cost of repairs nearly swallowed up the whole amount raised from wheelbarrows at the smaller rate. It may be suggested that too short a notice was given the wheelbarrow proprietors. That, we think, is so. The proposals to raise the license fee were made on the 9th March and the new rates came into force on the 1st April. As to Mr. ALFORD's suggestion that wheelbarrows should be got rid of altogether—for that is what his remarks at the annual meeting of ratepayers point to—we can only say he is very

stupid. In Shanghai the wheelbarrow is a necessity, a disagreeable necessity it may be, but still inevitable. The Chinese business of Shanghai could not be carried on without them. They conduct an enormous traffic across the Settlements and every increase in their number is a sign of a greatly increased business. What would Mr. ALFORD substitute for them—coolies or trams? They are the only two possible substitutes. For trams, all the streets parallel to the Bund are too narrow, and one coolie carries on a wheelbarrow what it would probably take four to carry on bamboo. It seems regrettable that the wheelbarrow tax was the only tax raised at the last meeting of the ratepayers and was not, as Mr. MORRISON suggested in his very able address, postponed until it could form part of a general scheme. But the question is not now whether the tax ought not to have been increased, or whether sufficiently long notice was given, but whether the Consuls have acted wisely or foolishly in interfering with the Municipal Council in support of the coolies when in open revolt. The Council may have been unwise in its action, but the Consular Body have been still more unwise in weakening the power and authority of the body to whom the government of the united Settlements has been entrusted by the nationalities concerned. It is of ill omen for the Council and for the Consuls.

TELEGRAMS.

(Spec. al to Hongkong Telegraph.)

THE BRITISH MINISTER AT AMOY.

Amoy, April 9th.
Her Majesty's ship *Narcissus*, with Sir Claude and Lady MacDonald on board, put in here to-day. She is en route for Hongkong from Korea.
She leaves here to-morrow morning for Hongkong direct, and the Minister proceeds promptly to Canton.

NEW FOREIGN SETTLEMENTS.

Amoy, April 9th.
An official deputed by the Viceroy of Fuhkien has arrived here to mark out German and Japanese concessions at this port.

REUTERS' MESSAGES.

SIR WILLIAM HARCOURT'S PROPOSED ADDRESS TO THE QUEEN.

LONDON, April 7th.
Mr. Balfour has refused to fix a day for Sir William Harcourt's motion unless it is intended as a vote of censure. Sir William Harcourt has ignored the challenge.

GREAT BRITAIN AND GREECE.

It is denied that Great Britain has made any overtures to Greece, except those in which she was acting in concert with the other Powers.

GREECE AND TURKEY.

The whole of the Turkish Army was under arms on the frontier yesterday expecting an attack at any moment.

LOCAL AND GENERAL.

GYMKHANA TO-MORROW AT 3.45 P.M.

H.M.S. *Grafton* is at Shanghai, and the *Immortal* is at Chemulpo.

HALF-a-dozen cardless Chinese were fined \$10 each at the Magistracy this morning for wasting water.

THE reckless driving of a truck along Queen's Road resulted in a fine of \$45 being imposed on the culprit.

AT Penang the other day Mr. D. A. M. Brown easily won the Golf Championship from Mr. C. Brown by 4 up and 3 to play, while Mrs. Dallas, in the Ladies' match, came out far ahead of the other competitors.

WE understand that a scratch four-oared race is being arranged at the Victoria Recreation Club. The crews for the competing boats are to be picked to-morrow and the race is expected to take place about a fortnight hence.

MR. MARTY's claim against the Chinese authorities of Hainan is for \$500,000, not five million dollars as it was made to appear in our last issue through an industrious "comp" adding on an extra 0 to the figures of our Hainan correspondent.

THE paid-off crews of the men-of-war recommissioning here have all been turned over to the *Endymion* and *Minerva*. The latter will undergo her steam trial to-morrow, and if all goes off satisfactorily the two ships will sail for England on Tuesday, the 13th inst.

"BICYCLES or no bicycles," said Mrs. Comstee, with great emphasis, "Woman's rights or no woman's rights, I don't believe in women's wear's bloomers." "No more do I," replied the husband. "To my thinking, it's down right liberty." "Maudy, it's wuss'n that. It's pants-lobbony."

IT is stated in a London weekly that Queen Victoria's daily income is £1,600. The Emperor of Germany gets £2,000 a day. The King of Italy manages to get along comfortably with £1,600 daily; Austria's Emperor is credited every day with £2,500, while the Tsar of All the Russias scoops in the trifling sum of £6,000 every twenty-four hours.

A CANTON correspondent writes suggesting that a very appropriate permanent memorial of the Queen's Diamond Jubilee would be the granting of free registration certificates to all Britishers, resident treaty ports, instead of mulling them needlessly in the sum of \$5 every year of their lives. That would, he says, be the cause of much jubilation; not because the tax, or tribute as it is sometimes termed, is a burdensome one, but for the reason that it is distasteful to the majority of Her Majesty's loyal subjects.

THE scheme of Sheng Tsai to establish a high school at Shanghai is, according to a native paper, to be shortly put into practice. The *China Gazette* says the expenses will be paid by the China Merchants Steamship Co. and the Imperial Chinese Telegraph Administration, and the Yungchi-fu prefect, Mr. Ho, is to be the first president of the new High School.

DURING the weekly parade of police at the Central Station this afternoon, Captain Superintendent May presented medals for good conduct and efficiency to the following officers:—Indian Sergeant 691, Sallig Ram (4th class), P. S. 190, Tang Chung (3rd class), P. S. 158 Wong Pun Tak, P. C. 137 Hau Hang, 143 Au Hong and 254 Chit Kwal Lin (4th class). The three branches of the force were formed in hollow square and Captain May addressed a few words of kindly encouragement to each of the recipients and complimented them on their zeal and efficiency in the discharge of their duties.

THE leading article in the *Peking and Tientsin Times* of the 27th March deals with the progress of China. The Editor seems to have discovered some breakers at no great distance ahead and therefore sounds a warning note in the following style:—"Truly the awakening of China has come at last and some are disposed to wonder whether the group of interested spectators, representing many nations, who have so persistently disturbed the slumbers of this ancient Empire, will not find it necessary during coming decades to urge moderation in pace and discrimination in the methods by which it strives to make up for centuries of lost time."

AT the Magistracy this afternoon the inquest on the woman, who was supposed to have died of poisoning at 22, Queen's Road East on the 16th ultimo, was resumed. Mr. Frank Biowick, Government Analyst, stated that he had examined the medicines supplied deceased by Dr. Kwok, but found no poison in dangerous quantities. In the contents of the stomach of deceased he found one-eleventh part of a grain of morphine, which indicated that she had taken opium in considerable quantity. Dr. Atkinson stated that after having heard the result of the analysis he thought death was due to opium poisoning and the symptoms described by Dr. Steadman were also consistent with this. A brother and sister of deceased said she never took opium and they never had any in the house. The jury returned the following verdict:—"Death by opium poisoning, but how or by whom administered to deceased there is no evidence before the Court to show."

AN exceedingly interesting lecture was delivered at a meeting of the Old Volcanoes Society at the Chamber of Commerce rooms, this afternoon by Dr. F. W. Clarke (Medical Officer of Health). Mr. H. E. Pollock presided and there was a good attendance. Dr. Clarke took for his subject "The Salt of the Earth" and gave many strange and instructive details connected with what he termed "the most used mineral and the one most essential to mankind." The formation of the old salt beds was described geologically and the lecturer described the use of salt from vital, dietary, medicinal, historical and biblical points of view. The celebrated salt lakes and beds of Poland, Spain, India, and England were dealt with and also old traditions regarding salt and its importance to the revenues of the world. A number of samples of salt for European and Chinese use made in Hongkong from sea-water salt brought from Fuhkien were exhibited, also specimens of preserving salt from Saigon, and English rock salt. The lecture was thoroughly enjoyable and a hearty vote of thanks was accorded Dr. Clarke.

WE trust (says the *Army and Navy Gazette*) the report is well founded which attributes to Her Majesty a desire on the occasion of the forthcoming Jubilee celebrations to recognise in some way those veteran officers who served in the biggest war of her glorious reign in which British troops have been employed. There are many still living who have been left ruthlessly in the cold year after year. It would be to them in the autumn or winter of their lives a source of immense satisfaction to find that their Sovereign had reserved for them some fitting acknowledgment. There is no way, it seems to us, in which the Royal Victorian Order could be better made use of, if the regulations of the Bath, as it is contended, are fixed and binding, notwithstanding the special circumstances of the cases than in doing honour to a body of public servants who helped materially to maintain the prestige of British arms forty-two years ago in the Crimea. Many of them subsequently saw service in the Indian Mutiny. To allow them to go unrecognised at a time of such national rejoicing would, indeed, be a poor return for all their long services, and it is gratifying to know that there is some prospect of their strong and honourable claims being fully investigated, with a view of a selection at least being made of those most deserving.

THE Surprise Party's new programme attracted a large audience at the Theatre Royal last night, the Naval element being very strong. In the first part of the programme a number of new songs and dances were given and Mr. Hudson's jokes on the "corner" filled in the intervals with hearty laughter. The latter part of the programme was exceedingly well appreciated, and the performers all had liberal applause. The Thornton Sisters were recalled for their neat little sketch and Miss Ida Rosslyn had to comply with three recalls for her pretty serio-comic scene. A quartette "Good night, beloved" by Misses Stanbridge and Elliott and Messrs. Reed and King was an admirable performance that fairly won the loud applause of the audience. Miss Hubbard's sustained her reputation as an instrumentalist and all the other performers executed items in capital style. The Goussays in their impersonation of Miss Ellen Terry and Sir Henry Irving gave one of the most amusing and cleverest sketches of the season, and Tommy Hudson's farce, "Min-no-ha-ha," at the close of the programme kept the audience in one great peal of laughter. T. P.'s make-up being funny in the extreme. The programme will be repeated this evening. Copies of four of the Party's popular songs will be presented gratis to all patrons of to-night's show.

AS we were going to press this evening, the second meeting of the Diamond Jubilee Permanent Memorial Committee was held in the Board Room of the Hongkong and Shanghai Bank. The Hon. C. P. Chair presided and Captain Superintendent May, C.M.G., was examined at length regarding his proposal for a hospital for women and children and a nursing scheme.

THUS the *Strait Times* of 2nd April:—Members of Council must be more careful! Yesterday afternoon's vote was being put on the question of the widows and orphans' pension scheme. The Governor carefully explained that only the unofficial members were asked to vote, but upon the question being put one official—a very new one, it is true—declared himself emphatically on the side of the "Ayes." Then His Excellency, in his wrath, turned upon the offender and said caustically: "If the hon. member had been good enough to pay attention, he would not have voted. I distinctly asked the official members not to vote." And, if it be possible, the hon. member felt somewhat small—a new sensation, we fancy.

WE have just heard of a case of what looks remarkably like wasting the time of the police. It seems that a gentleman reported at one of the stations that his servant had cleared out with some \$50, with which he was to have paid the other servants' wages, and it was also stated that some money was missing from the employer's clothes. The police set to work and speedily had the missing one under arrest. When called upon to appear at the Court the employer refused to prosecute on the ground that the prisoner had promised that he would return the money and it is understood that he had also given security to that effect. The police think that those people who complain of pecuniary losses should not stand in the way of their getting their deserts when they are brought to book.

ACCORDING to Dr. Roux, of the Pasteur Institute, Paris, the microbes of the plague is easily killed by antiseptics, and a temperature of 140 deg. Centigrade, which is considerably over that of boiling water. The microbes, however, retain its vitality in the soil, and hence its ravages among the dense populations and insanitary arrangements of Eastern countries. It appears from the existing data that a moderately high temperature favours the spread of the plague, but that extremes of heat or cold do not. There are, however, some exceptions to this rule; for instance, at Smyrna, in 1735, the heat was excessive; and in Roumelia, in 1737-38, the plague continued when the temperature was as low as 3 deg. Fahrenheit. The question whether dryness of the atmosphere hinders or helps the epidemic is unsettled. It is now quite certain that Dr. Giuseppe Sanarelli has discovered the microbe of yellow fever. He has prepared a serum and vaccinated over 2,000 animals with it. The results have been most encouraging. If the remedy is really efficacious, Dr. Sanarelli will gain the prize of £30,000 offered by the Brazilian Government.

SPORTS & PASTIMES.

THE FIRST GYMKHANA.
The first race will be run at 3.45 to-morrow afternoon.

Judging by the entries there seems every prospect of capital sport—good fields, first-rate time, and close finishes in at least two of the events.

The first race is the Half Mile; weight for hinders. The distance is too short for tactics, neither is it likely to suit Voltigeur. Harkaway should make a good bid for honours, and he, Wakefield, Joe, Sport, Morrison and Magpie should have a good struggle for victory in the Straight. As regards the Gymkhana Cup it is probable that Polo, who got third place in the Hongkong Derby a couple of months ago and did very well at the recent Fochow meeting, will be a hot favourite and easily secure a place, but he must be remembered that he has to try conclusions with the speedy and game Gleniffer and will also be in company with Crabapple, Hermes, Saury and Magpie. He is, however, a good little racer and anything that beats him will have his work cut out and must be ridden with great judgment. Polo seems almost too good for Gymkhana and it is surprising to some that his owner does not give him a holiday and bring him into training for the next Hongkong meeting. If carefully handled, Polo will make his mark on the Far Eastern turf; lower records, and upset many a pot? Far less promising makes have done it before now, and what has been done before can of course be accomplished again.

In the Hurdle Race we shall have an opportunity to see what sort of timber-shimmer Kingscote is. He will doubtless meet the redoubtable Voltigeur, show his heels to Humber and find Viliam it hard to cut down when it comes a sport at the finish.

A MATCH.
To be run off just after the first race, has been arranged between Captain Burney's Sharpnell and Captain Barry Drew's Whipcord.

RACQUETS.

The Racquet Tournament, under the auspices of the Hongkong Cricket Club, has been brought to a conclusion. Colonel Gordon, W.Y.R., defeated Mr. M. D. Wood, W.Y.R., in the final 10 and so won the Championship.

In the final tie of the Double Handicap, Messrs. Bradshaw, R.N., and Commander de la Motte, R.N., defeated Mr. E. R. Arbuthnot, R.N., and Lieut. Shallock, R.N., receiving 6 points.

POLO.

The first tie of the Quarterly Polo Tournament was played off on Wednesday at 5 p.m., the competing teams being—

Went Yorkshire Regt.		Went Yorkshire Regt.	
Capt. Burney Back.	Mr. Tew Back.	Capt. Burney Back.	Mr. Tew Back.
Mr. Grayson	Mr. Wood	Mr. Grayson	Mr. Wood
Mr. Burnard	Mr. Spencer	Mr. Burnard	Mr. Spencer
Mr. Crickshank	Mr. Gordon	Mr. Crickshank	Mr. Gordon

H.E. the Governor was present and also a few ladies. The weather was very unfavourable. The Regiment won the toss and looked for a time like scoring easily. They only got a "subsidary" by Mr. Tew in the first quarter. The gunners had the wind with them in the second quarter and Burnard made a "subsidary" and Grayson a goal. When ends were changed Wood scored a goal for the Regiment and no further score was made till just at the close; Wood made the winning goal for the Regiment.

VICTORY.
The victory went to the Club team at 5 p.m., on Wednesday night for the first tie.

THE OPENING OF THE WEST RIVER.

During the past few days we have caused inquiries to be made in various quarters with a view to placing before our readers reliable information respecting the number of vessels under foreign flags that are likely to ascend the West River as soon as it is declared open to foreign trade in the near future, and certainly not later than the 4th June.

It appears that instead of only two, as previously announced, there will be six—two owned by the Hongkong, Canton and Micco Steamboat Company and four by Chinese.

THE STEAMBOAT COMPANY'S VESSELS, specially constructed for the trade, are named *Lung Shan* and *Lung Kiang*. They are small in comparison with the same Co.'s palatial Canton and Micco liners, but they will carry a fair amount of cargo and no doubt as many passengers as will be necessary in the pioneer days of the West River trade. Belog of light draft they are not likely to meet with much, if any, difficulty either in the West River proper or in the approaches to it from Canton. It is said that when the vessels commence running to Wuchow they will make Canton their headquarters and there tranship their through cargo and passengers into the same Company's vessels bound for Hongkong. If such be the intention of the directors it will doubtless prove a wise policy, for with two boats on the Canton-Wuchow route, keeping up regular and rapid communication between the two populous cities named, these pioneer boats will doubtless prove very useful "feeders" for the larger vessels of the Company's fleet. At present the *Lung Shan* and *Lung Kiang* are running on the Macao and Whampoa routes; and we hear that Captain Clarke, who commanded the *Huangshan* with marked success on the Hongkong-Macao line for some years, and who recently made a running survey of the West River, will be in command of the first merchant vessel under the British flag to reach Wuchow, namely, the aforesaid *Lung Shan*.

In addition to the Steamboat Company's trim little pioneers there are at least four other steamers preparing to take part in the scramble for the good things which generally fall to the lot of those who are first, or early, in the field. The latter are—

CHINESE-OWNED VESSELS, ranging from 80 to 400 tons register, of moderate speed, and with fair passenger accommodation. As far as we know at present they consist of (a) the *Sai Ho* (which is the Cantonese for West River, the words *Sai-Kiang* being the mandarin pronunciation of the Chinese characters); (b) the *Winglong*, which is at present lying in Yau-mat Bay awaiting orders to ascend the West River; (c) two steamers of about 60 to 80 tons register now almost ready for service.

The *Sai Ho* is the pioneer boat of the Foon Soon Steamship Company, Ltd., a private concern promoted by Mr. Lay Kam, a British subject. The Foon Soon Company has four more steamers under construction and one of them is now being finished off at Canton, whence she and the *Sai Ho* will run to Wuchow as soon as they have been duly passed over by Lloyd's Surveyor and the Harbour authorities and receive permits to fly the British flag. The *Sai Ho* is a twin screw steamer of about 400 tons register and was built and engaged at Fochow Arsenal during the China-Japan war and was intended as a troopship and despatch boat. She has now been purchased by Mr. Lay Kam, aforesaid, and has been fitted with a fore-and-aft awning deck. She will arrive here shortly from Canton for survey and a trial over the measured mile.

After the above was in type we received information to the effect that there is one more Chinese-owned steamer being got ready for the West River. She is a small vessel, and we understand that Mr. Chan Hwan of the Chan On Insurance Company is, at the head of a syndicate, styled the Kwong Wan Steamship Company, which has been organized to promote trade between Hongkong and the province of Kwangsi. The Company's vessel will call at all the ports mentioned in Sir Claude MacDonald's notification to His Excellency the Governor of the opening of the river, which reads as follows:—

Peking, 19th February, 1897.

Sir,—I have the honour to inform your Excellency that an agreement was signed here on the 4th instant on behalf of Her Majesty's Government, by which the Chinese Government engage to open the following places, namely: Wuchow, in Kwangsi, and Shanghai city and Kiangnan market as Treaty Ports and Consular Stations, with freedom of navigation for steamers between Shanghai and Wuchow and Hongkong and Canton by a route from each of these latter places to be selected and notified in advance by the Imperial Maritime Customs, and also that the following four places shall be established as ports of call for goods and passengers, namely, Kungmoor, Kowshuk, Shuhling, and Taling; the agreement to come into force within four months of signature.

The necessary instructions have already been issued by the Treaty Ports to the Inspector-General of the Imperial Maritime Customs, and also to the local authorities of Kwangtung and Kwangsi.

I have the honour to be, Sir,

Your Excellency's most obedient humble servant,

CLAUDE M. MACDONALD.

We understand that the *Sai Ho* will be commanded by Captain Wong, a Chinaman who is a naturalized British subject and who holds a master's certificate of competency issued in Hongkong. The Kwong Wan Co.'s steamer has been built by the Hongkong and Whampoa Dock Company, is now nearly ready for sea, and has been christened *Shing*. It has been suggested from time to time that the West River-trade is not likely to become very important, that it will be sure to develop very slowly, and be a very uncertain quantity for some years to come. That is a distinctly pessimistic view to take of the situation and it is not supported by the facts. It is to be supposed that the Hongkong Chamber of Commerce would have no objection to preserving

In its agitation for the opening of the river it had not been convinced that the play would be worth the candle? Is it reasonable to suppose that Sir Claude MacDonald would have pressed the question with such promptitude, and such eminently satisfactory results, on the attention of the Chinese Government unless he was fully satisfied that British trade would be greatly benefited thereby and that at the very least, it would be a very important means of protecting British commercial interests, which stood in danger of being assailed by those who openly boasted that the projected French railways into the province of Kwangsi would effectually draw off the West River route whatever commercial advantages might have accrued from the opening of that great waterway to foreign trade a few years ago? And is it fair to assume that our Chinese fellow-citizens would show such activity in the matter of preparing to take part in the West River trade unless they were assured (and who is likely to have better means of knowing than the Chinese) that they are taking no false step. That the trade at the outset will be small in comparison with what it will be a few years hence may be taken for granted, but that it is likely to be overdone with the half-dozen boats that are to pioneer is improbable. Moreover, with the new regulations in force for Transit Passes, which we published on Wednesday, and the fullest recognition by the Chinese authorities of the provisions of Article XXVIII. of the Treaty of Tientsin, we may with confidence look forward to a much-needed and fairly rapid expansion of the Import and export trade of South China, in the benefit of which Hongkong will unquestionably not be an insignificant participant.

SHENG TAO-TAI'S MEMORIAL TO THE THRONE ON RAILWAYS.

In our issue of the 3rd instant we published two extracts from a translation of Sheng Tao-tai's memorial to the throne on railways, showing that the memorialist's opinion of foreigners is not quite as favourable as was generally supposed. We give to-day the full text of the translation, as, in view of the fact that the Director-General of the Railway Bureau and the "moving spirit" in the Imperial Bank of China and so is likely to have large dealings with foreigners in various ways in the near future, it may interest not a few of our readers to know what opinions this high official expressed to the youthful Emperor of China, who would seem to have implicit confidence in his memorialist and be inclined to give him a fairly free hand to carry out the schemes which are just now occupying his attention. It is as well that we should know what Sheng's views are, and, assuming our translation to be a fairly accurate one, we are now able to place on record a few of his ideas about vast undertakings that may, in proper hands, be carried to a very successful issue. The memorial reads as follows:—

The road from Lu Kou Chiao to Hankow will be the main road from north to south, and will be of primary importance for the defence of the capital, and of secondary importance for the transport of goods. The advantages of this road and the difficulties of its construction are respectively set forth in the following memorial:—

It may be urged that the expeditions and satisfactory way to build this road would be with government funds and under Government control. It is to be observed, however, that the large sums required would be difficult to provide. Moreover, it is to be feared that diverging views of viceroys and governors would lead to confusion and bring the work to a standstill. This has been the experience with the shipyards at Foochow, which, when undertaken, were regarded by Tso Wen-hsiang and Shen Wen-hsiang as destined to be of great importance, but which proved a fruitless waste of public funds. They have shown themselves incapable of development and extension, and through with others such yards are a profit and advantage, with us they are a drain upon the State. From that case we may infer what would happen in this. The result would be the same. Herein lies the difficulty of Government control.

The construction of the road by merchants with private mercantile capital may be advocated as being convenient and simple. But Chinese merchants are short-sighted and of feeble resources. They are unreasonable, also, in their expectation of profit. When they ask how soon the road will be finished, and are told in four or five years, and when they learn that the necessary capital will exceed 40,000,000 taels, and when they are told that the road will not be completed for four or five years, during which time no interest will be paid upon their investments, there will be none who will not turn away disgruntled. Chinese merchants make no far-reaching plans. The literal and the wealthy secretly invest their funds in some substantial property, those who have money only fearing that others may know that they have it, while merchants and traders see their capital in their business, and they expect a daily return from it. Herein lies the difficulty of forming a Chinese stock company.

It may be suggested that sufficient capital could easily be had if foreigners also became shareholders in the company. If, however, foreigners become shareholders the entire control of the business will fall into their hands. The primary purpose of this road is to be the transport of troops. In case of an emergency the foreign members of the company will stand apart and will not permit the shipment of soldiers and provisions, and the very purpose of the road will be defeated. It is further to be feared that this plan will give foreigners pretexts to demand for each country some share in the advantages, and they will strive with one another in their demands until the construction of all the roads will be usurped by them. To that country to which the roads belong to-day, to that country will the land belong to-morrow. Herein lies the danger of foreigners becoming joint stockholders in the company.

If the proposal is made that by a foreign loan trouble would be saved and efficiency increased, it is to be pointed out that the Government has already hypothecated the Customs revenue to secure its loan. Hence have the foreigners flocked here like ducks. But if the railroad company under its own name makes a loan to be repaid by itself as a purely commercial transaction the road is the only security to offer. Before the completion of the road there will be no guarantee for the principal and interest of this loan, and, as foreigners will not lend without security, it will be necessary for the Government to endorse the loan, guaranteeing the payment of principal and interest. This is the difficulty of making a foreign loan.

It is proposed now to make some inquiry into the traffic that will arise in the territory adjacent to Lu Kou Chiao and Hankow. The merchandise and passengers of the south-eastern provinces and the grain of Kiangsu and Chekiang can be carried from Shanghai to Tientsin for the same cost and in the same time as from Shanghai to Hankow. It will be out of the question to forward them after their arrival at Hankow northward by rail. Thus the railroad will handle only traffic originating in Yunnan, Kweichow, Szechuan and Hunan. The road will be long and its expenses numerous; the capital will be great; the profits small. The merchants of China have long since taken these aspects of the subject into consideration. Further, the road will cross Hupoh, Hnan and Chihli, where wealthy people and great merchants are few. For these reasons if an attempt be made to get subscribers to take stock on the basis of the Lu-Han line only there will be few applicants. It is only in Canton and Shanghai that foreign affairs and commercial questions are beginning to be understood, and even there the Lu-Han railroad will be regarded as too remote an undertaking. Herein lies the difficulty of relying solely on the Lu-Han line to float the company's stock.

The German engineer, Hildebrand, speaking of this trunk line, says that by way of Hainan-chow, straight as a bow string, the line would be 2,800 li long; via Hang Fung, curved like a bow, it would be 3,200 li. The Tientsin-Lu Kou Chiao line, with which we may compare this, is 216 li long, and its cost is estimated at 12,400,000 taels, or an average of 57,000 taels per li. To this must be added the cost of a large bridge over the Yellow River, as well as the cost of cuts in mountains and embankments in low lands, which may be estimated altogether at 4,000,000 taels. The surveying, charting and building of the line, conducted with the utmost expedition, would require from four to five years.

It is probable that if a work of this difficulty and importance were entrusted to a man low in rank and narrow-minded like myself, scholars engrossed in books and ancient learning would regard it as an unprecedented and remarkable procedure. They do not know that as public companies are constituted the finances thereof are always entrusted to a general manager elected by the shareholders. They may remark that if authority is placed in the hands of one man, and he fails to do as others wish, he will be adversely criticised, and may be removed from his post when his efforts have been crowned with success. If this work is successful, or if it fails, there will be no uncertainty in fixing the responsibility therefor. If this undertaking collapses in midway what happens to me personally need elicit no regret, but how about the consequences to the State? Herein lies the difficulty in placing the responsibility for this road in my hands.

The above matters have already been explicitly laid before the authorities at Tientsin and Hankow. Being now honoured with orders to come to Peking for a personal consultation it becomes my duty to set forth my views thereon for adoption or amendment.

In the first place, I request that a general railway company be especially created, that the Lu-Han trunk line be first built, that the road in other places, as from Soochow to Shanghai, Canton to Hankow and elsewhere, be likewise committed to this company for construction in their proper order, and that no other company be established. It is probable that stockholders can readily be found among the merchants of the south-eastern provinces for this line in the north-west. An end can thus be put to the prying of foreign countries, and we will be rid of numberless troublesome hangers-on. If foreigners come to consult the Government on this question they may be referred to this company, as it is now done in telegraph affairs, and this company will discuss their business in an equitable spirit. Thus will the power of the State be strengthened and many upstart schemes suppressed.

It is respectfully observed that the joint memorial from the viceroys of Chihli and Hukwang recommended that the construction of the railroad from Soochow to Shanghai be entrusted to the Lu-Han company, and that no other company be founded, because it was feared that if railroad building were simultaneously undertaken in the north and in the south the resources of the merchants would fall short. It was well more feared that the merchants in the south would devote their energy solely to the southern road and allow the northern road to fall behind. It would be better to have them undertake both under one management, in which case the northern line can without doubt be first completed.

On the fourth day of the eighth moon (Sept. 10, 1896) Mr. Chang Chen-hsin, Chinese Consul at Singapore, returned to Shanghai. In a personal interview with me he said that the Chinese merchants at the ports of the southern seas and at Canton and Hongkong were all averse to subscribing for shares in the Lu-Han road, and that there was no way to induce them to do so, but that if the Canton road were authorized the Cantonese would be pleased to enter the company. To this it is to be observed that the plan for a stock company prepared by Hui Ying-chiang provides that the railroad is in fact to be extended to Canton, with which city connection will eventually be made. The company whose organization is requested will not confine itself to the Lu-Han line, and this not for the purpose of extending the operations of said company, but solely in order to be able in this way to construct the trunk line under consideration.

Second—It is further requested that the railroad company be authorized to raise 400,000

shares of stock of the face value of taels 100 each, making the total sum, if all paid up, of taels 40,000,000. To carry out this work from beginning to end the procedure will be as follows: It is proposed to collect at first the sum of taels 7,000,000 as a primary fund, and to secure a government subscription for 3,000,000 taels as stock, that the government may set an example to others. For the amount of this government subscription the company's stock shall be issued in the same manner as for shares taken by merchants, which stock will be delivered to the Board of Revenue for safe keeping. When the road is completed the government stock will draw interest at the same rate as other stock, and may either be permanently kept as an investment, or, when the ordinary commercial share is paid up, the government stock may be paid off as the officials may prefer. In the memorial handed in by the southern Superintendent of Trade, wherein I requested the building of a railroad from Woonsoo to Nanking, the following statement is made: "The cost of the road is estimated at 7,000,000 taels. There now remains on hand from the loan contracted from Messrs. Arnhold, Karberg & Co., the sum of taels 2,500,000, and it is believed that within two years the Salt Gabelle of Kiangsu and Anhui will be able to furnish 10,000,000 taels, making taels 3,500,000 in all, or enough to pay one-half the cost of the road. The other half may be raised by a stock company. Let the road be first made from Woonsoo to Soochow and then from Soochow to Chikiang and from Chikiang to Nanking." As to this proposal it is to be stated that in the joint memorial of the viceroys at Tientsin and Hankow, above mentioned, it was requested that the line from Soochow to Shanghai be put into the hands of the Lu-Han company. Cannot there be for the line from Soochow to Shanghai, as the Government subscription of the stock of the general railroad company? As to the 1,000,000 taels from the Salt Gabelle it is feared reliance cannot be placed thereon; hence it is proposed to request that the sum of taels 500,000 be taken from the Chihli coast defence fund, which, added to the above Government subscription of stock, will make 3,000,000 taels. It is then proposed to construct first the line from Woonsoo to Shanghai, and hereafter to continue it from Shanghai to Soochow, for which purpose no further Government funds will be needed.

Third—It is further requested that the railroad company be authorized to make a preliminary loan from the public funds of the sum of 10,000,000 taels, and later a foreign loan of 20,000,000 taels, said loans to be repaid in twenty-five annual instalments beginning five years from the date thereof. This will require an annual payment of taels 400,000 on the principal of the Government loan and of taels 300,000 per annum on the principal of the foreign loan. On the 400,000 shares of stock in the hands of merchants an annual assessment of three taels per share will be made. As the merchants and people of China are not rich, payments by instalment will be easier for them to meet. The custom prevailing in western countries as to the sale of stock will be followed here, viz. that when stock is subject to assessments, it may be sold by the holder, but the purchaser thereof becomes liable to pay such assessments, and his failure to do so forfeits the stock. At this rate, after somewhat more than ten years have elapsed, fifty taels will have been paid on each share, and interest thereon reckoned at 4 per cent. an amount may be added to the principal. Supported by the credit of the railroad company these shares would without doubt be negotiable everywhere.

As an inducement to subscribers, interest will begin to be paid on the shares when the road is completed. It will be necessary to wait until the road is half finished before making a foreign loan, that there may be some security for the loan. Hence, in addition to the official and ordinary commercial stock to be subscribed for to the amount of 10,000,000 taels as above set forth, an advance of 10,000,000 taels from government funds will be necessary, which will be used in the expeditious manner of the road, and in constructing the road. When the road is completed and rails laid on a certain portion of the foreign loan can be made for which substantial security can be offered. It will be necessary to provide by a definite agreement in advance against any desire on the part of the foreign lenders to obtain possession of the road. The loan from the public funds will be repaid out of the foreign loan. When the road is completed interest will be regularly paid on the company's foreign loan, and arrangements will be made for the liquidation of the principal. No interest will be paid thereon, however, before the completion of the road, but accumulated interest will then after be paid in full. It is also proposed that one-half of all interest earned by the company on its stock over and above 15 per cent. shall be paid to the government in recognition of its favour.

Fourth—It is further requested that, in accordance with the regulations for the company's operation, two principal directors may be chosen from among the upright, wealthy, reputable and advanced arrangements to make a stable and reliable merchant and manager. It will be the duty of these thirty-five directors to select general managers to have charge of finances and construction, and assistant managers and superintendents, according to the practice abroad, and all semblance of official connection with the enterprise should be avoided. The stockholders will act with any misbehavior, but the Board of Revenue and the viceroys of Chihli and Hukwang may from time to time send delegates to inspect the work, and if they find any official guilt of misconduct they may make an investigation and deal with him. The railroad company shall have authority to engage and dismiss its employees.

It will be necessary for the railroad company, at the outset to select a foreign engineer of the foremost rank to survey and chart the line, and whose plans shall be followed. If this is not done small errors at the beginning will have important ultimate consequences. In the middle of the work it will be difficult to change plans. The mechanics should be engaged from that country from which the money is borrowed. The Americans have not made any of our public loans. They have shown no covetous spirit toward China, and in railroad building they are exceedingly skillful. If we borrow money in America and employ American contractors the jealousy of other powers will be to a great degree avoided.

There have hitherto been in China no special facilities for learning the art of railroad building. From small errors at the beginning will have important ultimate consequences. In the middle of the work it will be difficult to change plans. The mechanics should be engaged from that country from which the money is borrowed. The Americans have not made any of our public loans. They have shown no covetous spirit toward China, and in railroad building they are exceedingly skillful. If we borrow money in America and employ American contractors the jealousy of other powers will be to a great degree avoided.

Your memorialist is like one who examines the heavens through a tube or sounds the ocean with a shell. For him to become the leader of a great enterprise and assume this great undertaking would be difficult. He therefore prays that some able and capable man may be selected for the execution of this important work of such good promise for the State.

AUSTRALIAN NEWS LETTER.

(From our own Correspondent.)

SYDNEY, March 10th.

After a long spell of hot, dry weather which for a time caused serious fears of a drought, we had a glorious rainfall all over the country on the 2nd inst. All the stations in the far and mid west had their share of the bounteous moisture and in the city the downpour was like that famous cocoa of somebody's "grateful, comforting."

One of the Victorian gunboats, the *Albatross*, was put up at auction on the 3rd at Melbourne. She was called in at £1,200. Her first cost to the Government was £1,900, her armament costing another £1,000. It is a mighty costly thing playing at having a navy.

Our revenue returns for last month show a deficit on the past eight months of only £66,471, despite retrenchment that at times was simply cruel. The land tax (for the period ended £13,953; income tax £12,000, both new items. The decreases were: Customs, £26,395; post office, £1,846; and miscellaneous, £11,875.

There was a great row some time ago about Japanese boots coming into the Sydney market and it is now all accomplished now. The *Star* has interviewed a boot-store man who has the articles on sale. He says that good colonial or British-made boots. Blue look-out for our Knights of St. Crispin, don't you think?

In the death of Sir Thomas Elder at Mount Lofy (S.A.) all Australia has suffered an irreparable loss. He was born at Kirkcaldy in 1818. He emigrated to South Australia in 1854, and joined the firm of Elder and Co., which had been founded by his brother, on whose retirement he succeeded in the direction of the business. He was instrumental in stalling the Moonta copper mines. He also introduced camels to the colony for exploratory purposes, and contributed largely to expeditions to the interior. He gave £20,000 to Adelaide University, offered £5,000 for Australian exploration purposes, and a similar amount for Antarctic exploration. He has been identified with numerous expeditions of discovery to the interior, and the breeding of first-class horses. He was knighted in 1878, and has held several public positions.

That waste product of ours, the larrikin, is again kicking up a row. A decent man was kicked well enough to death at his own door for attempting to assist a "dunce" who was being brutally treated by a pair of ruffians. A day or so later a cabman had the same treatment from a gang and the same night a compositor was severely dealt with by others of the class. Then in the same week a man going to work at 4 a.m. was set upon by a "push" and left stunned on the ground and badly hurt, after being robbed. On the 8th, in Wentworth Park at a cricket match, another flashy handsome crowd used abominable language before a lot of decent women. One constable in uniform tried to make an arrest and would have had a bad time had not the police officers come to his aid. The push at the hotel (his favorite argument) dying and the constables had at last to draw their revolvers to keep the ruffians at bay. In all four arrests were made, and to the plucky bobbies all praise is due.

This "push" business is the plague spot in Australian life. I have known a football player in a big match, who knew his life was threatened by a gang, actually go on the field with revolver in his pocket rather than show "lunk" and be shot. The push at the hotel (his favorite argument) dying and the constables had at last to draw their revolvers to keep the ruffians at bay. In all four arrests were made, and to the plucky bobbies all praise is due.

The Federal Convention elections are over, and, after all is said and done, the choice of men for this colony has not been a bad one. The Cardinal was rejected and some of the ablest and most energetic men of the colony were elected. The Cardinal was rejected and some of the ablest and most energetic men of the colony were elected. The Cardinal was rejected and some of the ablest and most energetic men of the colony were elected.

Mr. Edmund Barton, Q.C., was most deservedly placed at the head of the poll. He is a native of the colony, and is also a Sydney University man. In several Protectionist Government he was an able Attorney-General and he is one of the few who have fought night and day, year in and year out for Federation. As speaker of the Assembly in 1883 Mr. Barton, whom the comic papers call "Toby," was Speaker, and he brought to the office such dignity and tact as won him high esteem from all sides. Mr. George H. Reid, the present Premier, is a brainy barometer, born in Scotland, and raised here. He holds the Colborne medal for his trade essays, and was noted for the number of "no confidence" motions he brought against the last Government. In Mr. W. McMillan the convention has a financier of unusually high grade. Mr. McMillan is the leading spirit in the big wholesale house of McArthur & Co., and several times Col. Treasurer in the Government and is as hard-headed as a little Indian (from London) and is free-trade to the side of the Equator. Next comes Mr. W. J. Lyne, present leader of the Opposition, and a Tasmanian by birth. Mr. Lyne, who is one of the old Gell country pioneers, is one of those men it is a pleasure to meet whether as friend or foe, and he has been a very successful Minister in the Protectionist Cabinets. Mr. J. N. Brunker, the Chief Secretary, is good man to have on the Government side. He is an old colonial hand, keen, honest and straightforward, and his tenure of the Lands portfolio in the last Protectionist Government proves him to be a trustworthy and capable representative. In the Hon. R. E. O'Connor we have a fine type of young Australia educated at Sydney University. He is a protectionist to the hilt and in the Dibble Ministry was Minister for Justice. He

holds a seat in the Upper House and never fails to get an attentive hearing when he speaks. Sir Joseph Palmer Abbott is the present Speaker, and is a solicitor by profession. He is accredited with having a good knowledge of public affairs and the way in which he can discipline the House speaks well for his tact and acumen, even when he does not refer to *May's Procedure*. Mr. J. T. Walker is not a statesman, but he is one of those fine men who, possessed of great wealth, devote himself to bettering the condition of those less fortunate. He is a bank director and is also chairman of several philanthropic societies and institutions, and, all round, is well fitted to do the Colony good service. Mr. B. R. Wise, B.A., an ardent land taxer and Cobdenite, is a son of the late Justice Wise. He achieved fame at Oxford as a ped, and was Attorney-General in the last Protectionist Ministry. The present Minister for Lands, Mr. J. H. Carruthers, is another of the chosen. He, too, is "in law," and has held office as Minister for Education under Parkes. Mr. C. Innes, impressive, but hardly very droll, a fact which greatly discounts his usefulness in public debate.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1895.

Barometer	29.88
Thermometer	66
Humidity	69
Rainfall	0.21

TO-DAY.

WEATHER REPORT.

	On date	On date
Barometer	29.94	29.87
Thermometer	69	68
Humidity	65	73
Rainfall	0.21	0.21

Friday, 9th April, 1897.

Chinese—8th of 3rd moon of 23rd year of Kuang-hu.
Jewish—7th Nisan, 5657.
Mohammedan—7th Dhulkaada, 1314.
Sun—Rises 5hr. 49min.
Sets 5hr. 16min.
High water—Afternoon 0hr. 35min.
Low water—Afternoon 0hr. 48min.
No inferior high or low water.

ANNIVERSARIES.

1835—King Leopold of Belgium born.
1866—Rampert reported prevalent in Yokohama.
TO-MORROW,
Saturday, 10th April, 1897.

Chinese—9th of 3rd moon of 23rd year of Kuang-hu.
Jewish—8th Nisan, 5657.
Mohammedan—8th Dhulkaada, 1314.
Sun—Rises 5hr. 48min.
Sets 5hr. 17min.
High water—Afternoon 0hr. 34min.
Low water—Afternoon 0hr. 47min.
No inferior high or low water.

ANNIVERSARIES.

1814—Battle of Waterloo.
1865—Suez Canal opened.
1875—Kl-yong appointed Imperial Commissioner.

MEMORANDA.

9.15 p.m.—Hudson's Surprise Party at the City Hall.
TO-MORROW—10th April.
2.30 p.m.—Auction of valuable household furniture, &c., at Mr. P. Brewitt's sales room, Zealand Street.
3.45 p.m.—Gymkhana at Happy Valley.

SHIPPING AND MAIL NEWS.

MAILED DUE:
French (Sydney) 13th inst.
Australian (Ond Maru) 13th inst.
English (Cormorant) 17th inst.
American (Peru) 19th inst.
Canadian (Empress of India) 20th inst.
German (Prins Heinrich) 20th inst.

The Canadian Pacific Railway Co's steamer *Empress of Japan*, from Hongkong, arrived at Vancouver at 6.30 a.m. yesterday.

The Nippon Yusen Kaisha's steamer *Idzumi Maru* left Moji for this port yesterday evening, and may be expected here on the 13th inst.

We are informed by the Agents of the Austrian Lloyd's S. N. Co. that the Company's steamer *Gisela* left Singapore this morning for this port.

SHIPPING RETURNS.

From 5 p.m. yesterday to 6 p.m. to-day.

Strathallan	from Hongkong
Matilda	" Haiphong
Chow's	" Bangkok
Talesa	" Batoum
Namoa	" Coast Ports
Sak	" Singapore
Singon	" Cebu
Boh	" Macao
Wingang	" Swatow
Freyr	" Haiphong

DEPARTURES.

Owong	steamer, for Kobe
Hatsumi	" Swatow
Ancona	" Japan

HONGKONG AND WHAMPOA DOCK RETURNS.

Katpan	in Kowloon Dock.
Hamel	" "
Carrier Dove	" "
Cong	" "
H.M.S. <i>Albatross</i>	" "
Rolls of Duty	" "
Belgic	" Comopolitan
China	" "

SWATOW. Agents.
Apr. 8 Phranang Hongkong B. & S.
8 Namoa Amoy M. & Co.
8 Wingang Shanghai M. & Co.

DEPARTURES. Agents.
Apr. 8 Phranang Hongkong B. & S.
8 Namoa Amoy M. & Co.
8 Wingang Shanghai M. & Co.

PASSED THE CANAL.

OUTWARD—6th March—Turbo, 12th March—*Tahou, Tananarive*. 16th March—*Yamaguchi Maru*. 19th March—*Argyle, Chingwa, Socatra*. 23rd March—*Benlomon, Carmarthen, Tananarive, Adour, Pecton*. 26th March—*Benlomon, 30th March—Pecton, Parry, Adour, Chingwa, Socatra, Pecton*. 30th April—*Benlomon, 30th April—Pecton, Parry, Adour, Chingwa, Socatra, Pecton*. 30th April—*Benlomon, 30th April—Pecton, Parry, Adour, Chingwa, Socatra, Pecton*.

PLUMP AGAINST A BIG FACT.

It is not properly any part of my business to enforce lessons in ethics; therefore I commonly leave that responsible task to those whose vocation it is. But no man can continually write on the subject which constitutes the burden of these essays without now and then running plump against a mighty fact in morals. If you will be good enough to read the following short letters I will then try to show why I was moved to speak as I have spoken.

"My daughter Annie Jane," writes that young girl's mother, "now five years ago, was a fine healthy child up to March, 1891, when she began to sicken and fall away. She had no appetite and every portion of food she took came up. She lost strength rapidly and within a fortnight she was thin as a rake, being not much more than skin and bone. Her days and nights she laid in a half-conscious condition, scarcely moving hand or foot, and to all appearance lifeless. I had a doctor attending her for four weeks, and he said the child was suffering from indigestion, yet, so far as we could see, his treatment had no effect. My husband and I, and all that saw the poor baby, thought she was slowly dying, and we were almost heart-broken at the thought of losing her.

"Nothing that we gave her did the slightest good, and the child was fading away, when one day, towards the end of April, a lady called, and after seeing Annie Jane, advised us to use Mother Seigel's Syrup. She said she had known the lives of many children saved by this medicine who were down with the same complaint. I hurried to get a bottle from Mr. Routly, the chemist in Strand's Road, and gave him four hours in small doses. In less than a week the child began to eat, the stomach stopped, and we could see a change for the better. We kept on giving the Syrup, and in two weeks Annie was well as ever, and fast getting back her flesh. Since that time—now four years ago—she has never been ill. We consider that Mother Seigel's Syrup saved her life. You can publish this statement and refer anyone to me. (Signed) Mrs. Annie Alexander, 25, Marlborough Road, Eastbourne, August 1st, 1895."

"My son Joseph," writes Mr. Joseph Bond of Salter's Green, Mayfield, Sussex, "was never strong. He did not come on like other children. He was weak, slowly, and puny. He ate but little, and was usually in pain until he vomited most of it up again. Nothing gave him strength. In February, 1894, his feet and ankles began to fester. Next three abscesses formed on his neck and under the chin, making deep holes. He was merely skin and bone. The abscesses seemed to be exhausting his life's blood. He was in a doctor's care five months, but got no better. From July (1894) he had four months' treatment at the Tunbridge Wells Hospital, without benefit. The doctors gave him medicines and cod-liver oil, but nothing strengthened him.

"In December (1894) I concluded to take the case into my own hands, and gave him a medicine that had cured my wife—Mother Seigel's Syrup. To our astonishment and delight he began to improve in a few days. He could eat, and was stronger from it. We kept giving him the Syrup, and he grew better every day. The abscesses soon healed, and he is now a fine healthy boy, nine years old, and stronger than the first time he was born. Publish this letter if you wish and refer inquirers to me. (Signed) Joseph Bond, July 28th, 1895."

What, now, is that mighty fact in morals? Ask yourself the question. What Justice was there in the suffering of these two little children? For whose sake was it? Why do the majority of the human race die in infancy and childhood? That bundle of laws and forces called "nature" has no pity, no mercy. Obey and live; disobey and perish, that's the whole story.

Then how does Mother Seigel's Syrup cure? It cures by bringing the diseased and suffering body back where nature's hand can reach it. It puts the deranged clock back on the metal, it re-anchors the stranded ship. The radical trouble of both Annie Alexander and Joseph Bond was of the digestion, the fact (more baby than) having been seized with acute indigestion, and the body having, as his father tells us, been born with a feeble stomach. In his case, the bad blood and the abscesses by which nature sought to remove it. Will parents take warning from these instances? I hope so. Watch the little ones and use Mother Seigel's Syrup whenever you see them inclined to droop or languish.—*Adel.*

Hotels.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberty in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURKISH from the Straits.

LIQUORS, comprising all brands in general demand, are the best shipped to the Far East. In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice. ICE CREAM from 1 P.M. to 11 P.M. COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM, FREDERICK BISHOP, Manager.

NEW VICTORIA HOTEL.

BOTISSERIE.

MEALS A LA CARTE.

CHOPS, STRAITS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER, Proprietors.

Intimations.

THE BEST NERVE-TUNER.

"TONINE."

TONINE is prepared of pure *Hamoglobin* extracted from pure animal blood combined with general digestive and nerve tonics. When the blood from any cause, has become impure or impoverished, shown by pale skin, lips and gums, the results obtained by the use of "TONINE" are certainly remarkable. The normal constituents of the blood are supplied in their natural form. The appetite is most wonderfully and rapidly increased, whereby a larger quantity of food can be taken and by its property of increasing the power of digestion and assimilation, more good wholesome nourishment is introduced into the system than by the use of other remedies. Complete directions including hygienic measures and diet with each bottle.

PREPARED ONLY BY
AMERICAN DRUG & CHEMICAL CO., NEW YORK.

13]

WATKINS & CO., Agents.

THE CLUB HOTEL, HOTEL METROPOLE,

5, BUND, YOKOHAMA.

1, TSUJIKI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

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Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the Eastern Hemisphere.

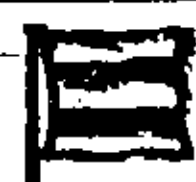
ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Shipping.
STEAMERS.

NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOCK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOCK,
via SHANGHAI, CHEFOO, CHEMULPO,
NAGASAKI, FUSAN AND GENSAN.
THE Company's Steamship

"SAKATA MARU,"
Captain Welbach, having been substituted for the *Tokoro Maru* advertised previously to sail on the 9th instant, will be despatched as above on TUESDAY, the 13th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 5th April, 1897. (498)

FOR NEW YORK, via SUEZ CANAL.
THE British Steamship

"BRECONSHIRE,"
Captain Peebles, will be despatched for the above Port on or about the 14th instant, instead of as previously advertised.
For Freight, apply to
SHEWAN, TOMES & Co.,
Hongkong, 7th April, 1897. (499)

"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship

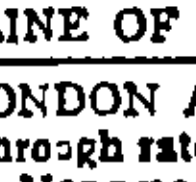
"MOGUL,"
Captain Wright, will be despatched as at 100 on or about WEDNESDAY, the 14th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Hongkong, 7th April, 1897. (502)

FOR NAGASAKI AND VLADIVOSTOCK.
THE German Steamer

"JACOB DIEDERICHSEN,"
Captain Schleicher, will be ready to load here on or about THURSDAY, the 15th instant, for the above Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Hongkong, 8th April, 1897. (494)

OCEAN STEAMSHIP COMPANY.
FOR LONDON, via SUEZ CANAL.
THE Company's Steamship

"TEUCER,"
Captain Williams, will be despatched as above on THURSDAY, the 16th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Hongkong, 5th April, 1897. (503)

Shipping.
STEAMERS.

"SHELL" LINE OF STEAMERS.
FOR HAVRE, LONDON AND HAMBURG.
(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORKOPING, GÖTTE, DANTZIG and KÖNIGSBERG, with transshipment in HAMBURG.)

THE Company's Steamship

"COWRIE,"
Captain Parsons, will be despatched as above on MONDAY, the 12th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Hongkong, 5th April, 1897. (506)

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.
(Calling at TIVUKORU on the homeward voyage.)

THE Company's Steamship

"IDZUMI MARU,"
Captain J. H. Canow, will be despatched as above on THURSDAY, the 15th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 3rd April, 1897. (574)

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"
Captain J. Jones, will be despatched for the above Port on FRIDAY, the 23rd instant, at 4 P.M.
This Steamer is fitted with Superior Passenger Accommodation, and is lighted by Electricity throughout.
A duly qualified Doctor and a European Stewardess are carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 3rd April, 1897. (575)

Shipping.
STEAMERS.

NIPPON YUSEN KAISHA.
JAPAN-BOMBAY LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR KOBE AND YOKOHAMA.
THE Company's Steamship

"MIKE MARU,"
Captain P. H. G. King, will be despatched for the above Port TO-MORROW, the 10th instant, at Daylight, instead of as previously advertised.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 9th April, 1897. (573)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAILONG,"
Captain Hedgins, will be despatched for the above Port TO-MORROW, the 10th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 9th April, 1897. (607)

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN, via SWATOW.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above TO-MORROW, the 10th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1897. (580)

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU.
THE Company's Steamship

"TAIWAN,"
Captain Pearce, will be despatched as above TO-MORROW, the 10th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1897. (505)

"MOGUL" LINE OF STEAMERS.
FOR TAKAO (FORMOSA).

THE Steamship

"SIKH,"
Captain Rowley, will be despatched for the above Port on SUNDAY, the 11th instant, at Daylight.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 7th April, 1897. (504)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, via STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OOLONG,"
R. Conrad, Commander, will be despatched as above on the 12th instant, instead of as previously advertised.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 3rd April, 1897. (509)

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"DARDANUS,"
Captain Gregory, will be despatched as above on MONDAY, the 12th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th April, 1897. (582)

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"
Captain G. Ramsay, will be despatched on THURSDAY, the 15th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted through with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd April, 1897. (169)

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE British Steamship

"HUPEH,"
will be despatched on or about THURSDAY, the 20th instant, for VICTORIA and VANCOUVER (B.C.), via NAGASAKI, KOBE and YOKOHAMA.
Through Bills of Lading issued to JAPAN, PACIFIC COAST, CANADIAN and UNITED STATES PORTS.
For Particulars as to Rates, &c., apply to
D. E. BROWN, General Agent.
Hongkong, 8th April, 1897. (599)

"BEN" LINE OF STEAMERS.

FOR NEW YORK, via SUEZ CANAL.

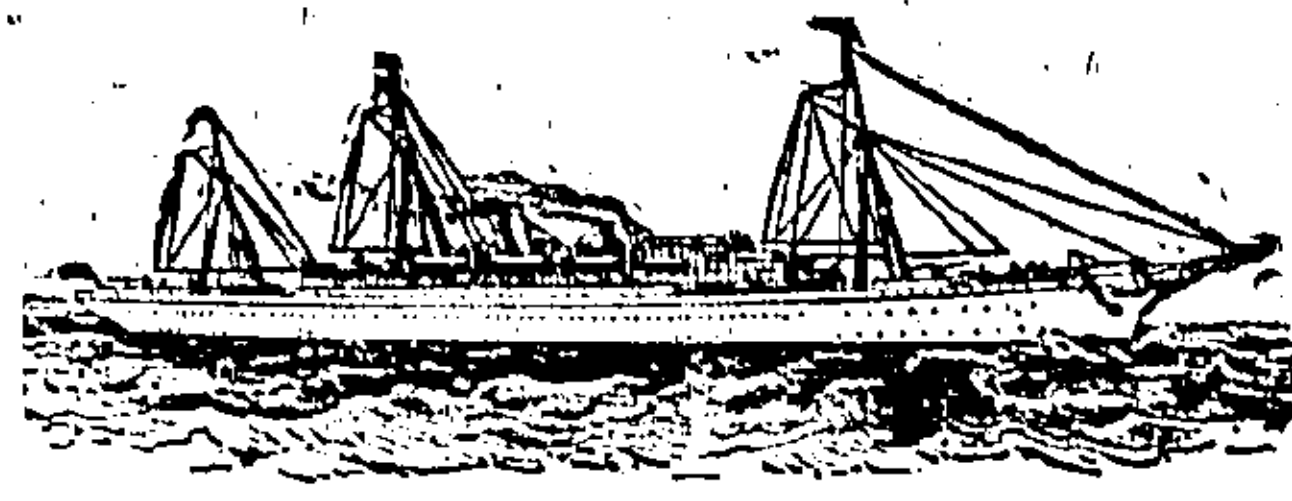
THE Steamship

"BENMOHR,"
Captain Le Bonfillier, due here about end of the present month, will have quick despatch.
For Freight or Passage, apply to
GIBBS, LIVINGSTON & Co.,
Agents.
Hongkong, 8th April, 1897. (597)

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. F. Marshall, R.N.R....WEDNESDAY, 28th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 7th April, 1897.

D. E. BROWN, General Agent,
Piddar's Street.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Bilete (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 22nd April, at Noon.
Cepile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st May, at Noon.
Gaelle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 29th May, at Noon.

THE Company's Steamship

"BELGIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd April, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 1st April, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.
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SOLE AGENTS FOR
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HARTMANN'S GREY PAINT,
DAHLBERG'S PATENT MOTOR LAUNCHES
&c., &c.

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FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 1st May, 1897.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 13th April, at Noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Thursday, 20th May, at Noon.

THE U. S. Mail Steamship

"CHINA,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 13th April, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 24th March, 1897.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

FLUID
THE BEST
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 4th March, 1897.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Olympia..... 2,608 | Tuesday... | April 13.
Pallan..... 2,700 | Tuesday... | May 4.
Tacoma..... 2,549 | Tuesday... | May 25.
Victoria..... 3,167 | Tuesday... | June 15.
Olympia..... 2,608 | Tuesday... | July 6.
S.S..... 2,700 | Tuesday... | July 27.

THE Steamship

"OLYMPIA,"
Captain J. Truebridge, sailing at Noon, on TUESDAY, the 13th April, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Europe, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Passengers must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 30th March, 1897. (4)



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"THAMES,"
Captain W. J. Nanties, carrying H.M. Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 22nd April, at Noon, taking Passengers and Cargo for the above Ports, Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 8th April, 1897. (5)

NORDDDEUTSCHER LLOYD.